

To-day's
Advertisements.THEATRE ROYAL,
MESSRS. DALLAS AND MUSGRAVES
THEATRICAL SEASON.TO-NIGHT! TO-NIGHT!
MRS. HARRIET BEECHER STOWES
IMMORTAL WORK
"UNCLE TOM'S CABIN"
Special Secutery for this grand production.
THE RIVER OF FROZEN ICE
THE ROCK OF FREEDOM
THE GREAT KNIFE FIGHT
GRAND PLANTATION SCENE
Introducing Songs, Choruses, and Dances,
Cake Walks, &c., &c.PRICES:—\$3, \$2 and \$1.
Box Plan at the ROBINSON PIANO CO.
SATURDAY, April 8th,
Grand Production of
THE WORLD RENOWNED DRAMA
"THE SILVER KING."
NOTICE.—A special train will run a quarter of
an hour after fall of curtain every evening.
W. H. BROWN,
Business Manager.
Hongkong, 6th April, 1899. [424a]

FRENCH COMIC OPERA COMPANY.

C. DARON, Directeur, 18me Annee.
CITY HALL—ST. ANDREW'S HALL,
MONDAY, 10 April, 1899.
A 9 hours.GRAND PERFORMANCE,
to be given by
Mlle G. VASTI, Mlle J. LORIG,
1re Chanteuse d'opere. 1re Dugazon.
Mr. C. DARON,
le Comique populaire,
Mlle M. SAVATY, Mr. OLLI,
Chanteuse a diction. Pianiste.
Artistes des principaux Theatres de Paris.
LE GRAND SUCCES
Les Pantins de Violette,
Opéra Comique en 1 acte.
MUSIQUE DE MR. A. ADAM.
Alcofribas Mr. C. DARON; Pierrot Mlle J. LORIG;
Violette Mlle VASTI.
Preceded by
A Grand Musical Performance
By the whole Company.
LES PARISIENNES!!!
Grande Polka, chantée,
par
Mlles VASTI, LORIG et SAVATY.
On commencera par
PAOLA et PIETRO
Opere en 1 acte
Musique de Paul Henrion
PAOLA, Mlle VASTI; PIETRO, Mlle LORIG.PRICES OF ADMISSION:
RESERVED SEATS.....\$3
STALLS.....2
Tickets at ROBINSON PIANO CO.
Hongkong, 6th April, 1899. [469a]IN BANKRUPTCY.
PUBLIC AUCTION.THE Undersigned have received instructions
from the Official Receiver
and Trustee to Sell by
PUBLIC AUCTION.MONDAY,
the 10th April, 1899, at 3.30 P.M.,
at the residence of M. A. A. SOUZA, Esq.,
No. 2, CASTLE TERRACE,
SUNDRY VALUABLE HOUSEHOLD
FURNITURE.Comprising—
DRAWING ROOM SUIT, OVERMAN-
TELS, WARDROBES, and SIDEBARDS,
with BEVELLED GLASS, DINING TABLE,
MARBLE TOP WASHSTAND, FENDERS
and SETS FIRE IRONS, DRESSING TA-
BLE, DINNER SERVICES, VASES, OR-
NAMENTS, LACE CURTAINS, GRASS
BEDSTEAD, RODS and RINGS, CROCK-
ERY.On View from Saturday, A.M. when Cata-
logues can be had on application.
TERMS:—As Usual.HUGHES & HOUGH,
Auctioneers.
Hongkong, 6th April, 1899. [472a]THE MUTUAL STORES.
28, 28 & 30, ROYAL STREET.
THE BEST VALUE IN THE COLONY
FOR
GROCERIES AND PROVISIONS.

Intimation.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS
(For Invalids and General Use.)

- B.—VINTAGE, superior quality,
-
- Red Capsule\$14.40
-
- C.—FINE OLD VINTAGE, su-
-
- perior quality, Black
-
- eal Capsule..... 16.20
-
- D.—VERY FINE OLD VINTAGE
-
- extra superior, Violet
-
- Capsule (Old Bottled) 20.40

Port after removal should be rested
for a month before use. Wine re-
quired for drinking at once should be
ordered to be decanted at the Dis-
pensary before being sent out. These Wines are too favourably
known to need comment.Sample bottles and smaller quanti-
ties will be supplied at proportionate
wholesale rates.We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony, or from
our authorised Agents at the Coast
Ports.A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, THURSDAY, APRIL 6, 1899.

REUTER'S TELEGRAMS.

FUSION OF THE IRISH PARTIES.

LONDON, April 4th.
At a conference of the Nationalist Members
of the House of Commons it was agreed to
accept Mr. Dillon's proposal for a reunion of
the Party under a Parnellite Chairman.

THE "TIMES" ON SIAM.

The Times publishes a long correspondence
on the progress of Siam and in a eulogistic
leading article admits the claim of Siam for
a revision of the Customs duties.

LOCAL AND GENERAL.

WE would call the attention of our readers to
the hour of closing the French and American
mails on Saturday next, viz., 10.45 a.m.MADRAS coiners are said to have perfected
their operations, so that a spurious rupee, giving
them 30 per cent of profit, is hardly distinguish-
able from the genuine coin.THE estate of the late Mr. J. M. Keiller, of
marmalade fame, has been returned at over
£21,000, on which estate duty of over £3,000
has been paid.THE Sanitary Board of Kuala Lumpur has
decided against lighting that town by electricity,
on the ground of the expense attending an
electrical installation.A REGULAR trade in sheep is now springing up
between north-west Australia and Singapore.
For some time past regular shipments have
come thither from Derby.THE barracks of the Hongkong Regiment at
Kowloon, which are built of brick are now
being faced with cement. This will serve to
preserve the face of the brickwork which in
this climate is very liable to crumble and per-
ish.THE Hongkong Football Club have handed
\$7,470 to the Treasurer of the Hongkong Foot-
ball Challenge shield, this sum being the bal-
ance over expenditure resulting from the sale
of seats in the Grand Stand at the final on
March 25th last.QUESTIONS have been asked in Parliament as
to the shooting of Mr. C. F. Simpson in the
recent fighting at Manila. The Government
are awaiting a full report from the British Con-
sul before deciding what course to adopt in
regard to compensation for the deceased man's
family.A COMMITTEE has been formed for the purpose
of establishing a memorial to the late William
Black. It is proposed that friends and admirers
of the novelist be invited to contribute. This
memorial may take the form of a life-boat for
the west coast of Scotland; if a useful position
can be found for it there.A MARRIAGE has been arranged and will shortly
take place between Lt. H. A. V. Cummins, and
Infantry Hyderabad Contingent, and Miss
Greenfield, of Haynes Park, Bedford. Lt.
Cummins is the elder son of Brigadier General
Cummins, D.S.O., and the nephew of Major
Durman, V.D., Singapore Volunteer Artillery.LIEUT. YOUNG, 1st Duke of Cornwall's Light
Infantry, has just died at Calcutta from a
fractured skull, the result of a fall at polo.ON condition that 6,000 coolies are imported
during the year, the steamship companies have
extended their arrangement with the Feder-
ated States Government for reduced fares for
another twelve months.THE Admiralty have stipulated with the Gov-
ernment of New Zealand that, before a sub-
sidy can be granted for the Calliope Dock at
Auckland, priority of occupation by Her Ma-
jesty's ships must be conceded.At London on the 3rd ulto, the price of tin
was £100.15s per ton, against £64.15s a year
previously. The advance is 65 per cent. The
visible supplies of tin were 20 per cent lower
than they had been on the same date last year.OIL to calm the waves was used on an unusu-
ally large scale during the recent gales in the
English Channel. The waves broke over
Folkestone pier making it difficult for steamers
to enter the port until a considerable quantity
of the oil was poured into the harbour, when
the seas immediately became smooth. Perhaps
the use of a little oil at our piers during
typhoon weather would enable launches to
come alongside with greater ease and safety.
The experiment should be worth trying at all
events.THE damp weather of the last two days has
come as a welcome relief after the long drought
which we have experienced. Still if we are to
receive any material benefit in the matter of
our water supply a really heavy fall is needed,
for the drizzle of the last couple of days will
make no appreciable addition to the stocks in
the reservoirs. The vegetation is already show-
ing signs of awakening life, but so far the rain
has not been sufficiently heavy to cleanse the
leaves of the roadside trees of their accumulated
dust. In reality we are in need of a veritable
deluge.A PETITION from mine-owners and others in-
terested in mining in the State of Perak, is to
be presented to the Resident, praying for
certain amendments in the mining code there.
These amendments include registration facili-
ties, less rigid forfeiture regulations, quicker
dealing with mining applications, and stricter
enactments to protect mine-owners against
absconding coolies. The petitioners urge these
changes on the ground that the present state of
the law deters capitalists from investment in
Perak. The consequence is that the raising or
procuring of money there at reasonable rates
has been altogether impracticable, and mining
has been impeded.—*Strait Times*.THE French Minister of Public Works, in view
of some recent serious railroad accidents, now
requires all railway trains which carry passen-
gers to be provided with requisites for prompt
surgical aid to the wounded, as even when the
services of surgeons are promptly obtained they
are not always provided with the necessary
bandages and other surgical appliances to aid
the injured. The Lehigh Valley Railroad has
for years carried "first aid packets" on all
trains. The amount of suffering which such
precautions have relieved and the number of
lives which have been saved is very great. All
railroad companies should, in their own in-
terest, carry such outfits, and if they do not
choose to do this at their own volition, they
should be compelled to by proper legislation.A GERMAN service contemporary gives some
interesting details on the marching perfor-
mances of the troops engaged in various ce-
lebrated campaigns. Thus the highest average
of distances marched by troops during the
campaign of 1796 is to be credited to the
French, who, on the authority of Gen. Lewal,
marched daily on the average a distance slight-
ly exceeding 25 kilometers. In the war of 1866
the highest average was that attained by the
Prussians, marching 22 kilometers, while dur-
ing the Franco-German war the highest
averages were for the Germans (during the
march on Sedan) 21 kilometers, and for the
French troops 15. In the case of the mounted
arm the record is held by Murat's cavalry,
which marched 800 kilometers in twenty-four
days during the operations of 1806, a daily
average of over 33 kilometers."THE United States composite gunboat
Princeton is the fourth to bear the name in the
United States navy," says *The Army and Navy
Journal*. "She is of 1,000 tons displacement,
is of composite construction, with her wetted
surface coppered, is furnished with engines of
800 indicated horse power, she has a single
screw and carries a battery of six guns. The
first craft to bear the name was built in
Philadelphia in 1843, after the hull designs of
Captain R. F. Stockton, U.S.N. The machinery
and boilers were designed by the late John
Ericsson, and built by the well-known firm
of Merrick & Towne, of Philadelphia. The
hull was built by John Lenthall, who afterward
became chief of the Bureau of Construction
and Repair. This Princeton was the first ship
fitted with a screw propeller in the navy, and
her cost, complete in all respects, was \$212,615.
The second of the name was fitted with
engines and boilers designed and built by the
venerable Charles H. Haswell, and is recorded
as having 'performed remarkably well under
steam and canvas.' No. 3 was built at Boston,
launched in 1851, cost a total of \$259,460,
and her engines were designed by John
Ericsson, her boilers by Benjamin F. Isher-
wood, late chief of the Bureau of Steam En-
gineering, her hull by Samuel H. Pook, U.S.N.
The machinery was built by Murray & Hazel-
hurst, of Baltimore, Md. This craft was far
from being the success anticipated, and having
failed to come up to expectation as a cruiser,
was first laid up in ordinary at the Norfolk navy
yard, and afterward, having been dismasted
by her boilers and machinery, was commissioned
at Philadelphia as a permanent store and re-
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the Committee, upon leaving the (Colony) and Mr. McConachie, and Mr. Poate were invited to fill their places. It will be necessary for you to-day to elect a new Committee. All the outgoing Committee have consented to serve if elected. The Chamber's finances continue to flourish and improve. Our little reserve fund has grown from \$4,000 to \$7,000, with the prospect of further substantial increase, although one vote of \$50, for discovery of a submerged danger, has been made in the other subject. Before proposing the adoption of the report and accounts, the Committee will be glad to listen to any discussion on the various matters that have been dealt with, or to hear any views on other subjects which members may wish to present. (Applause.)

THE WAR IN THE PHILIPPINES.

MALOLOS TAKEN.

MANILA, April 1st.

General MacArthur's division has been moving quickly, though not quickly enough to catch the rebel leaders or their main force. On Wednesday, he advanced both brigades, under General Whelan and General Hanes, to Bataan, where the railway crosses a broad stream by means of a big cylinder bridge. The rebels ought never to have given up the bridge if they had any fight in them; but as it was, they were forced back after a fairly stiff struggle, in which the Montanas had two men killed and five wounded, Pennsylvanians one killed and six wounded, Nebraskans one killed and eleven wounded, Kansas seven wounded, Third Artillery three wounded, and South Dakota one wounded. The bridge was not easy to cross, as it is only wide enough for one pair of rails; and it is not placed for foot passengers, so the boys had to "walk the ties" under fire. Good troops defending the position, would have picked off every man who ventured on the bridge; but the rebels are evidently quite demoralized now. They abandoned Bataan without a fight, setting fire to the town as they ran out, directly a gunboat began dropping shells in the vicinity. They hardly made any resistance at all at Bataan and Guiguinto, and they cleared out in such a hurry that they had no time to set the places on fire. But, of course, General MacArthur's division was not to advance with the greatest care taking every precaution against surprises and ambushes, and looking after his line of communications, supplies, etc. The quicker an army advances, the more difficult such work becomes, and if nothing goes wrong it is a miracle.

Near Guiguinto, one of our correspondents found a bundle of rebel newspapers, containing gorgeous reports of rebel victories "from our own special war correspondent at the front." Perhaps one of their correspondents had had these papers in his pocket and had been killed; or some valiant rebel soldier reading about his own brave deeds, and swelling with pride over the same. One very significant proclamation is published in these rebel papers.

1.—All places when evacuated by Filipino troops must be set on fire, so that the Americans shall only rule over a domain of desolation, with crops of cinchona alone.

2.—All Filipinos who refuse to fight against the Americans must be summarily executed, as a warning.

3.—Certain armed bands of marauders are attacking some of our towns in the north. These bands are called upon to come and join our army against the Americans; otherwise we will deal severely with such disloyal Filipinos as soon as we are finished with the Americans. General MacArthur called a halt for the night at Guiguinto, the advance outposts being some two miles beyond the town. The railroad was very useful in bringing up supplies, otherwise it would have been necessary to halt for probably three or four days instead of only one night. A slight collision occurred on the line, a trainload of soldiers going back to Manila, was met by a stray locomotive, and though both drivers slowed down as hard as they could, there was a bump, which threw a lot of the boys into the ditch alongside the line. Many were riding on the car roofs, and got a bad fall, but fortunately no serious injury was done.

It was also fortunate that the advance of the American troops had been so rapid as to prevent the rebels from having time to damage the bridges or burn the towns. There are four big bridges, built chiefly of iron and concrete, but there are also wooden ties and beams which could not readily be replaced if destroyed. On the few miles of track between here and there by the natives, and which break was mended in a few minutes by the Americans. On Thursday, the railroad again came in useful to convey sixteen heavy cannon from Calocan to take part in the attack on Malolos. It was fortunate also that the rebels, who have hitherto had most of the railway rolling stock in their hands, lost a large number of cars and some locomotives in Bataan, for the benefit of the Americans. There has been a very inconvenient shortage of rolling stock until now.

One train on Thursday was loaded up with sections of a bridge to be taken out from Manila to the front, as the country is miserably unprovided with bridges, and the movements of the army are liable to be hampered if streams cannot readily be crossed.

Thursday was a rainy day, giving a forecast of what is to be expected if hostilities are prolonged into the wet season. Marching in wet kit is abominable, roads and fields degenerate into swamps; the whole earth steams and perspires, and the mists and vapours come out of the ground and disseminate deadly disease.

No great movement took place on Thursday. The men mostly rested, while small parties were ordered out to reconnoitre, as the rebels were said to be well supplied with artillery, well entrenched, and Aguinaldo was expected to "do or die." Some trenches to the right of Malolos were taken in the afternoon, by companies from the Nebraska and South Dakota regiments; two men killed, 18 wounded, and a good many rebels killed. Many little heaps of rebel cartridges, unexploded but bearing marks of having been put into rifles and snappers, were found about the trenches, not only here but in Guiguinto, Bataan, and Bignay, showing that the rebel troops find some of their ammunition will not go off.

The last train coming to town from the front on Thursday night was very late. One soldier, running to get on board after the train started, lost his grip and was left standing on his head in the middle of the track. Half-way home, the train stopped because the engine ran short of water, but ultimately everybody got home to bed, and out again next morning.

Friday was a dreadful disappointment. After all the great expectations of a desperate "fight to the finish," and all the great preparations to do justice to the occasion the rebels cleared out of Malolos at daylight, leaving only a few men to fire an occasional shot or two by way of keeping up appearances. By the time the Americans began to move on Malolos, the rebels were over the hills and far away, laughing heartily, no doubt, at the way they fooled the Americans. Col. Fenton and the Kansas Regiment were first to enter Malolos, about 11 o'clock. Only a few shots were fired by the retreating enemy for half an hour, during which 14 Americans were wounded and one killed while entering Malolos. It is reported that the enemy have retreated

to Calumpit, about six miles further up the railroad. The Americans found fine trenches in Malolos, but entirely deserted. Malolos was all burned by the rebels except a few substantially built structures. The insurgent government buildings (old convent) were destroyed.

Another report is that the rebels have retired to San Isidro. There is a San Isidro about 6 miles north-east of Malolos, near the great swamp of Candaba.

Yesterday morning General Hall, out beyond Marikina, sent a reconnoitering party to see what rebel force there was in the hill, and he drove them far back, chasing them about till they were all dispersed. American loss, about twenty wounded.

Las Pinas and Bacoor, beyond Paranaque, were shelled yesterday by the *Monadnock*.—*Manila Times*.

TERRIBLE HURRICANE IN AUSTRALIA.

GREAT LOSS OF LIFE.

PEARLING FLEETS WRECKED.

Mr. A. Riddell wired to the *Pilot*, under date 9th instant, from Cooktown, as follows:—

Sunday's hurricane wrecked the pearling fleets. The *Alf Merrilees* was driven on the Pelican, and the *Tarawa* was left high and dry. The *Aladdin* was seen by the *Harvey* drifting towards the reef, and the *Crest of the Wave* was clean stripped. The Channel Rock Lightship was gone, and very few luggers appear to be left.

Saw bodies floating for miles. Have wired the Premier and Treasurer to turn back the *Harvey* and render assistance.

On Thursday the *Portmanteau* at Brisbane received an alarming wire from the Harbour Master at Cooktown, stating that the *Harvey* had arrived, bringing news of a terrible disaster to seven of the pearling fleets and about a hundred luggers off Howick Islands, resulting in great loss of life.

The *Harvey* was instructed to immediately proceed north again, and to render every assistance possible to the shipwrecked schooners. On the journey down many dead bodies were seen floating about, but owing to the heavy weather prevailing, it was impossible to ascertain the extent of the damage.

Mr. James Clark estimates that probably there were 1000 people on all the boats, and the loss of life will probably be very serious. Immediately he heard the news he sent a cable to London to withdraw his company's shell from the next sales.

TOWNSVILLE, March 10th. The steamer *Kasuga Maru* arrived here today, and brings news confirming the report of the heavy loss of life and damage to the pearling fleets along the coast during the recent hurricane.

Captain Haswell reports that on the way down the coast he stopped to communicate with the *Elanor*, the master of which intimated that the schooner *Tarawa* was stranded at Pelican Island but did not appear to be much damaged. The *Ketches Narifa*, *Two Brothers*, and *Rosa* were totally wrecked but all the gear has been saved. The *Barb* and the *Murtha* were considerably damaged. The *Ruby* is ashore on a sandbank near land; but the whereabouts of the luggers *Oryza*, *Kafra*, and *Gertrude* had not been ascertained.

The schooner *Alf Merrilees*, lately purchased by Messrs. Bowden and Doyle was reported to be a total wreck.

At seven o'clock on the 8th instant the *Kasuga Maru* stopped off Cape Melville, and communicated with the dismasted schooner *Crest of the Wave*, and Captain Porter confirmed the reports that the schooners *Silvery Wave* and *Sagitta*, with their fleets of luggers were lost as well as the fleet of the schooner *Setty Belle*. Captain Porter estimated the loss of life at about 100. Dead bodies were seen floating past all the previous day.

Most of the crew from the *Crest of the Wave* were in ten's tens.

The news received from the Channel Rock Lightship was confirmed, and Captain Porter thinks it has gone down with all hands.

After leaving the *Crest of the Wave* Captain Haswell saw two other wrecks on the shore, and passed three dead bodies.

The *Kasuga Maru* experienced thick rainy weather all the way down the coast.

At Thursday Island he encountered a strong north-west gale, which was the first bad weather he had experienced on the voyage.

The captain is under the impression that the gale must have struck the coast about the Clarence Islands, travelling down the coast. On the 9th instant, at 5 p.m. the *Kasuga Maru* anchored inside the lee of Palm Islands, the glass falling so rapidly that the captain did not consider it advisable to proceed on the voyage. Passing Cooktown at 4 p.m. on the 7th, he spoke to the pilot station there. The weather was thick at the time. The *Kasuga Maru* passed a dead body there, and a great quantity of debris.

Captain Haswell thinks there are more wrecks to the north-east of Cape Melville, as he observed several dead bodies come from that direction.

Owing to the heavy weather prevailing at the time, he could not ascertain anything more definite.

Mr. H. Bowden wires to the *Pilot* as follows:—Coen being the station of despatch, date 11th instant:—

Arrived Wauwala Island on Friday, and saw lugger *Syph*. Learned from her that the *Alf Merrilees* and *Tarawa* fleets were camped at Pelican Island. Proceeded there and learned the *Merrilees* was a total wreck on an uncharted reef near "I" reef. Captain Thomson reports having experienced a terrible time. He had cut away both masts and had lost all boats and fresh water; and had prepared to make a raft on Monday when the *Leon* sailed up. The vessel was full of water.

The *Wai Weir*, with shell, was a total wreck close by. The luggers *Karifa*, *Rosa*, and *Martha*, of the *Tarawa* Company, are total wrecks. The *Guavara Peris*, the *Spring*, the *Jenny*, and the *Yamola* are total wrecks. Nine lives were lost from the *Peris* and *Spring*. The *Paganis*, belonging to the Munro Company, is a total wreck. A number of other luggers were ashore but safe.

Proceeded to Flinders, where the full force of the gale was felt, and found the *Aladdin*, *Oliver*, *Crest of the Wave* with about fifty boats safe. The *Silvery Wave*, *Sagitta*, and *Admiral* are total wrecks, and all hands but one coloured man are lost. Captain Jefferson, Captain Murray, the two Outridges (Harold and Alfred), J. Nicholas, Alflek (2 Althow), are lost. The bodies of some of the Outridges were found buried, and large numbers of other bodies were found and buried by the natives.

The lugger losses known are as follow:—*Crest of the Wave*, 13; *Silvery Wave*, 16; *Sagitta*, 8; while all hands but 28 coloured men, mostly South Sea boys, are drowned. All hands on the *Admiral* are lost. Marcia's body was found and buried.

Pedro Guavara Peris was drowned. The lugger *North Wales* sunk near Noble Island, and Captain Powell and all the crew but one were drowned. The *Wai Weir* arrived here from Cooktown, and reports being the wreckage of the lightship, with one white body, probably one of her crew.

The steamer *Pittori* is employed searching for the *Harvey*, remains South to-day, and the *White Star* proceeds to search the Barrier in a northerly direction.

Over forty destitute crews and the surviving boats are being sent to Thursday Island. Terrible tales of suffering are related by the survivors; in some cases they were for three days swimming. Some escapes are marvellous. The shore appearances of the effects of the gale show that the hurricane was terrific. All the trees have been swept bare of branches leaves and bark, as if they had been fired; and the islands are bare of grass. A large porpoise was found 20 ft. up on a hillside. Cowling's boats are safe, having been outside the area of the storm.

From Cape Melville to Ninian Bay is strewn with wreckage and bodies, presenting a horrible sight.

The total losses of life are computed at over 300. Fully fifty boats of all kinds are lost. The *Tarawa*, which was stranded, has been got off, and is now safe here.

BRISBANE, March 14th. Particulars of the recent disaster by the hurricane on the north coast show that the earliest reports of the damage to property and loss of life were in no way exaggerated. The total loss is estimated at £50,000; loss of life, 350; besides 13 whites.

BRISBANE, March 15th. Further details continue to be received in connection with the recent hurricane, but give no information beyond that already known. There is not the slightest doubt the storm was the most terrific ever experienced in those parts. It will probably be some time before the full extent of the damage will be accurately known.—*Torres Straits Pilot*.

ALIEN IMMIGRATION.

A return issued as a Parliamentary Paper shows that during the month ended January 31, 3,661 aliens, who were not stated to be en route to America or other places out of the United Kingdom, arrived in England from the Continent as compared with 2,974 who arrived in January, 1898. In addition 1,069 aliens arrived en route to America or other places out of the United Kingdom, compared with 973 in January, 1898, the total number of arrivals in the two classes thus being for January, 1898, 3,945, and for January, 1899, 4,739.

THE FRENCH NAVAL VOTE.

PARIS, March 19th. In the discussion in the Chamber of Deputies on the naval vote, M. Lockroy, the Minister of Marine, said that the fleet was in excellent condition. The greater number of squadrons on foreign stations were never before in such good order. The points d'appui of the fleet were about to be fortified, and work had already begun on them. M. Lockroy also spoke of the new type of submarine boat, the *Gustave Zede*. He spoke in terms of high admiration of this type of torpedo-boat, and declared that it had been lately provided with an apparatus which permitted its occupants to see under water, and it would thus be able to reach its adversaries with the greatest accuracy.

PULLMAN.

The dream of the late George M. Pullman of establishing a model industrial town will soon become a thing of the past, as the model town of Pullman, Ill., will soon lose its peculiar identity and will become a free community, and the anomaly of a city within a city is now at an end. The Pullman Palace Car Company has accepted the decision of the Supreme Court of Illinois, sustaining the contention of the Attorney-General, and the terms of the decree are now being prepared. This decree will divorce the great corporation from everything save the business of building cars. The churches, schools, hotels, arcade market houses, public library, and some 200 brick residences will have to be sold to the highest bidder, and the bricks will pass from the control of the company and the streets themselves will now be controlled by the authorities of the city of Chicago. Preference will be given to employees in purchasing the homes which they now occupy.

UNCLE TOM'S CABIN.

Messrs. Dallas and Musgrave Dramatic Company gave their first performance of Mrs. Harriett Musgrave's novel masterpiece "Uncle Tom's Cabin" last night at one of the best adaptations for the drama of the celebrated book, which without doubt is as familiar to English-speaking nations, as household words, so it is hardly necessary to relate the story around which the action of the play hangs.

George Harris, (Mr. Kenyon Musgrave) a young man, with just a taint of coloured blood in his veins, and therefore a slave, has been goaded to run away from his owner, he takes his wife, Eliza Harris, (Miss Barbara Fenn) and child. The incidents that occur during their pursuit by Simon Legree (Mr. D. Munro), Dan Hagar (Mr. F. Bew), two slave traders, and Mr. J. H. Ferrell (a lawyer, give many opportunities for thrilling situations and fine spectacular effects. The runaways are assisted by Plineus Fletcher (Mr. Henry Dallas), who, although a slave-owner himself, is disgusted by George's master having branded the letter H on his left hand.

Uncle Tom (Mr. T. Empson) is another slave who has to be sold but having the fortune to save from drowning little Eva St. Clair (Miss Musker) is bought by her father, for her special attendant. Topsy (Miss Rosie Blair), also a slave, belonging to Mr. St. Clair, Mr. Edwin Phillips, because much laughter by her queer antics with her mistress, St. Clair's sister Ophelia (Miss Fanny Stanley). Little Eva's death scene is admirably staged, many of the ladies in the audience shedding tears at this most touching scene. On Mr. St. Clair's death Uncle Tom and Eliza Harris, who have been captured by the slave traders, are put up to be sold by public auction and are bought by Legree, and set to work by him on his cotton plantation.

The scenes depicting the negro's life before the American Civil War of 1864 are remarkably true and show both the light and shadow of the slave's life, Legree is a hard taskmaster, and wishes Eliza to become his mistress, which is indignantly refused, and brings upon her the wrath of Legree, who ties her to a tree and is going to flog her when her husband George, arrives on the scene, and engages in a knife fight with the slaveowner. The fight is both severe and long but Legree at last receives his opponents blade in the heart. Uncle Tom, who has been flogged for refusing to flog Eliza, is now brought in a dying state, the curtain falling as he is breathing his last.

The acting throughout was very good, Messrs. Dallas and Musgrave's rendering of their respective characters leaving nothing to be desired, while Miss Barbara Fenn's Eliza Harris was equal to anything that we have seen her in yet. The best two characters were Mr. Empson's "Uncle Tom" and Mr. Ferrell's "Marks," the lawyer, but we must not leave out of consideration Miss Musker's "Eva." This is the first appearance of the little girl, and the promise of a dramatic Master being a shipwreck, for many more years to come in the dramatic profession.

SAMOA.

The latest advices from Samoa state that anarchy still prevails there. Much friction apparently exists between the Germans and their *protégé* Mataafa on the one hand, and the British and American residents on the other. The German Consul-General had notified the Chief Justice that his Government does not uphold his protest against the conduct of the Judge.

The special correspondent of the Melbourne *Argus* in Samoa says that the only solution of the difficulty there lies in the immediate annexation of the islands by Great Britain. The natives throughout the group are almost unanimously favourable to such a solution, which is also ardently desired by the American and British residents, and even by many of the German traders.

RUSSIAN EXPLORATION IN ASIA.

Deserts are becoming comparatively scarce on modern maps. Little by little as they come to be explored it is found that the word desert should not be applied to the territory. The great Gobi desert of Asia is still put down in almost every atlas as an arid waste, but Russians exploring it have found it is not a desert, as has been supposed. Obrutschoff says that the physical features of the so-called Gobi desert show that it is not a sandy waste at all, but a plateau with all the characteristics of the steppe. It was evidently once claimed by the sea, and its many hills and valleys are the results of a long erosion since its elevation above the sea. A precipitation occurs in all parts of the Gobi territory, and although it is not very plentiful, still the quantity of rain and snow produce a good growth of grass. The caravan route from China to Urya is traversed every year by about 100,000 camels with loads of tea, and the wells in the more barren part of the Gobi territory are usually more than twenty or thirty miles apart. Wandering bands of Mongolians have large herds, and in years of great drought have they any difficulty in finding sufficient quantities of fodder. It was from the Gobi desert that great hordes of mounted barbarians issued who gave great trouble to China. It was these barbarians which caused the Chinese to erect the great wall, more than 1,200 miles in length, around the northern frontier of the empire. The wall, however, did not always prove effective in preventing their inroads.

CURRENCY IN THE FAR EAST.

INSEPARABLE FROM TROY WEIGHT.

"The Development of Currency in the Far East" was the title of a paper read before the East India Association, in London, recently, by Lieut. Col. R. C. Temple, the Chief Commissioner of the Andamans and Nicobars. It was possible, he said, to separate the terms currency and troy weight, but in the Far East, discussing the development of the forms of currency, he declared that all the existing troy weights and currencies in India and the Far East were based on one, and sometimes on both, of two seeds, which were known to Europeans as the seeds of the *Abrus precatorius* and the *Adenanthera pavonia*. The whole currency of the Far East was based on, or directly connected with, the Indian troy weight system. In India there were formerly two concurrent troy scales—a literary one of 320 raktikas to the pala, and a popular one of 96 raktikas to the tola. The pala was the scale of 96 raktikas to the tola, the details of which were traceable to the old Greek scale, which had settled itself down in India, but the old literary scale was by no means dead. It had spread over the Indian borders among the peoples further East. So far as it dealt with matters Malayan, and certainly in its origin, the international commercial scale was the latest development of the ancient Indian scale of 320 raktikas to the pala. The Far Eastern peoples had never separated either the ideas or the denominations of troy weight and money, indeed, much further, for every such coinage as they had produced had merely been an effort to give practical effect to the conventional denominations of their troy weight currency. Commenting on the all engrossing fight between the holders of gold and of silver, the lecturer said that if, as he believed, silver was the more stable metal, he submitted that the one lesson to be learnt from the past was that it was to the vital interest of the agriculturist, the manufacturer, and the merchant, to throw the whole weight of their influence, in the struggle between financiers, on the side of silver.

NOTANDA.

CALENDAR.

APRIL.

Meteorological means based on ten years' observations to 1895.

Barometer 30.059
Thermometer 62.0
Humidity 85.0
Rainfall 4.08

TO-DAY.

WEATHER REPORT.

Barometer 30.10
Thermometer 64
Humidity 86
Rainfall 0.12

TO-DAY.

Thursday, 6th April, 1899.

Chinese—20th of 2nd moon of 25th year of Kwang-shi.

Sun—Rises 6hr. 6min.

Sets 5hr. 55min.

High water—Morning 5hr. 50min.

Afternoon 5hr. 50min.

Low water—Morning 5hr. 50min.

Afternoon 5hr. 50min.

ANNIVERSARIES.

1842—Convention between Sir John Davis and the Viceroy Kiyomasa for the admission of Europeans into Canton within two months.

1885—Peace between France and China.

1897—Robbery of £75,000 from the Hongkong and Shanghai Bank at Rangoon.

TO-MORROW.

Friday, 7th April, 1899.

Chinese—27th of 2nd moon of 25th year of Kwang-shi.

Sun—Rises 6hr. 6min.

Sets 5hr. 55min.

High water—Morning 5hr. 50min.

Afternoon 5hr. 50min.

Low water—Morning 5hr. 50min.

Afternoon 5hr. 50min.

ANNIVERSARIES.

1739—Dick Turpin hanged.

1842—Defeat of Akbar Khan by Sir Robert Sale's force.

1853—Prince Leopold, Duke of Albany, born.

1854—King of the Belgians, Leopold II.

1884—Death of the Sultan of Sulu.

1897—Mr. H. A. O'Brien accidentally poisoned at Singapore.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Guette*) 8th inst.
French (*Salazie*) 10th inst.
Indian (*Chelydra*) 10th inst.
American (*Hongkong Maru*) 14th inst.
Canadian (*Empress of India*) 19th inst.
American (*China*) 22nd inst.

THE F. M. S. S. Co.'s steamer *Gaith*, with mails, etc., left Shanghai for this port this morning, the 6th instant.

THE Canadian Pacific Railway Co.'s steamer *Athenian*, left Yokohama for Vancouver yesterday morning, the 5th instant.

THE Canadian Pacific Railway Co.'s steamer *Empress of Japan*, arrived at Vancouver at 9 a.m. yesterday, the 5th instant.

HONGKONG AND WHAMPOA DOCK RETURNS.
Isle de Cuba at Kowloon Dock.
Isle de Luzon " "
Hud " "
Henry Failing " "
H.M.S. Narcissus " "
Chittagong " "
H.M.S. Whiting " "
U.S.S. Bennington " "
D. Juan d'Austria " "
Phra Chom Klao " "
Tordenskjold " "
Aberdeen

PASSED THE CANAL.

Outward—7th March—*Afridi*, *Catania*, 10th March—*Renaldi*, *Undaunted*, 14th March—*Ask*, 17th March—*Glaucus*, 21st March—*Maiden*, 24th March—*Indus*, *Ottospehl*, 28th March—*Heidelberg*, *Pekin*, 31st April—*Benz*, *Lawers*, *Heider*, *Vindobona*, *Kamsang*, *Siberia*, *Telena*.

Homeward—5th April—*Bentley*, *Dardanus*, *Sikh*, *Sydney*.

SWATOW WEEKLY SHIPPING REPORT.

(1st April, 1899.)

ARRIVALS.

Date.	Vessel.	Where from.	Agents.
Mar. 26	<i>Tyran</i>	Tamsui	Woo Ku
" 26	<i>Huang</i>	N.W. & C'king	J. M. & Co.
" 26	<i>Nanyang</i>	Hongkong	"
" 27	<i>Hainan</i>	Amoy	"
" 27	<i>Whampoa</i>	Shanghai	B. & S.
" 27	<i>Dr. H. J. Kier</i>	C. & H.	Woo Ku
" 28	<i>Pakshan</i>	Hongkong	B. & S.
" 28	<i>Fernosa</i>	Amoy	J. M. & Co.
" 28	<i>Katjong</i>	C. N. & Tsin	B. & S.
" 29	<i>Chinkiang</i>	Wuhu	"
" 29	<i>Charterhouse</i>	Amoy	"
" 29	<i>Wongki</i>	Bangkok	"
" 29	<i>Haitan</i>	Hongkong	J. M. & Co.
" 30	<i>Thales</i>	Amoy	"
" 30	<i>Levyang</i>	A. & Shai	C.M.S.N. Co.
" 31	<i>Chiangcheu</i>	Amoy	L.Y.S. & Co.
" 31	<i>Nanyang</i>	"	"
" 31	<i>J. Diederichsen</i>	C. & H.	L. & H.
" 31	<i>Wingsang</i>	Shanghai	J. M. & Co.
" 31	<i>Yikyang</i>	Hongkong	"
" 31	<i>Kwoiyang</i>	"	"
Apr. 1	<i>Chowtai</i>	"	B. & S.

